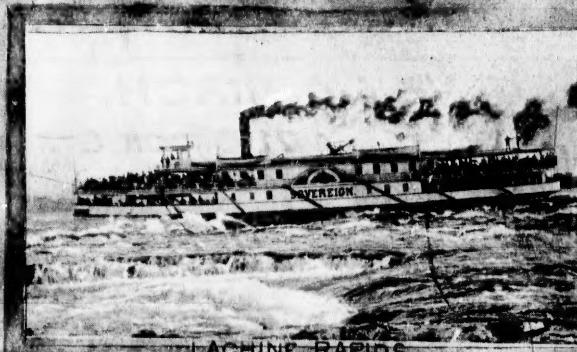


778 *Oidor Almeras.*

**SNAP SHOTS
of the
OTTAWA
RIVER
AND
RIDEAU
LAKES**



OTTAWA RIVER NAVIGATION CO

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ON THE
Ottawa River
AND
Rideau Lakes

WITH MANY ILLUSTRATIONS OF INTERESTING
PLACES AND SCENES

Also, a short description of the Ottawa
River and points of interest to the Tourist
who may make the trip *via* the Grand
River and Rideau Lakes through the

MOST CHARMING SCENERY IN AMERICA

BETWEEN

Montreal, Ottawa and Kingston.

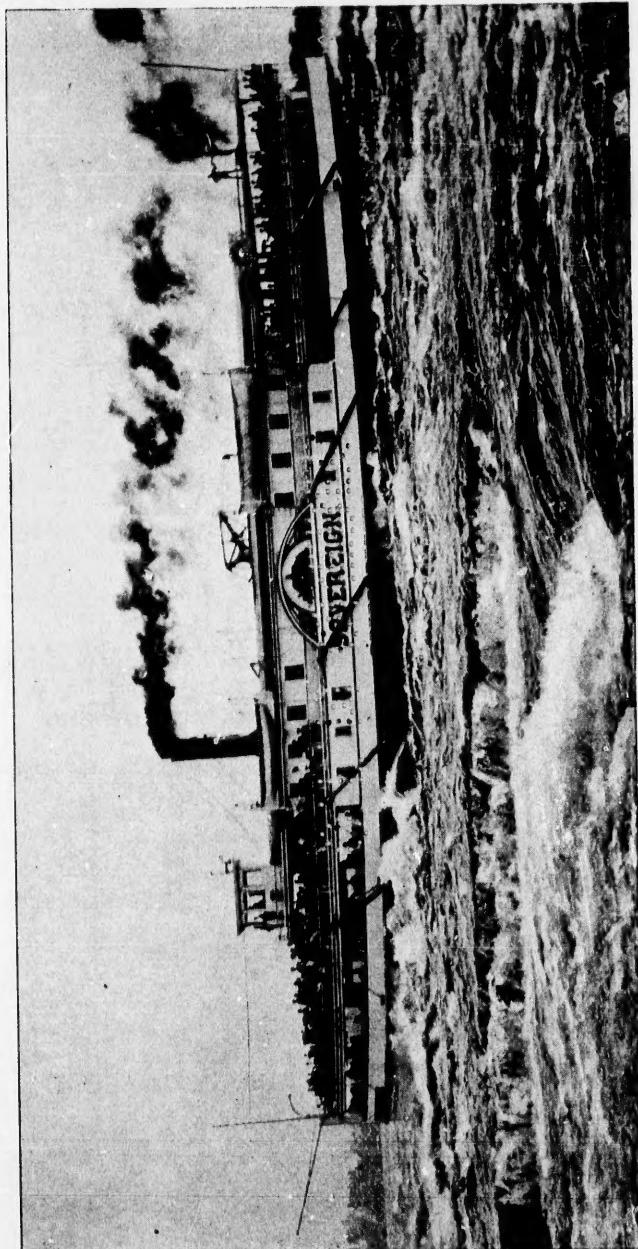


Montreal

DESBARATS & CO., Engravers and Printers

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STEAMER "SOVEREIGN" SHOOTING LACHINE RAPIDS.

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The Ottawa.

HIS noble river, known to the old *voyageurs* and early settlers as the "Grand River," is upwards of six hundred miles long and has twenty tributaries of large size, besides numerous smaller ones. Beautiful, wonderful, lovely, are not extravagant or ridiculous adjectives when used to express the delight of those who, for the first time, enjoy a trip on the steamers of the Ottawa River Navigation Company.

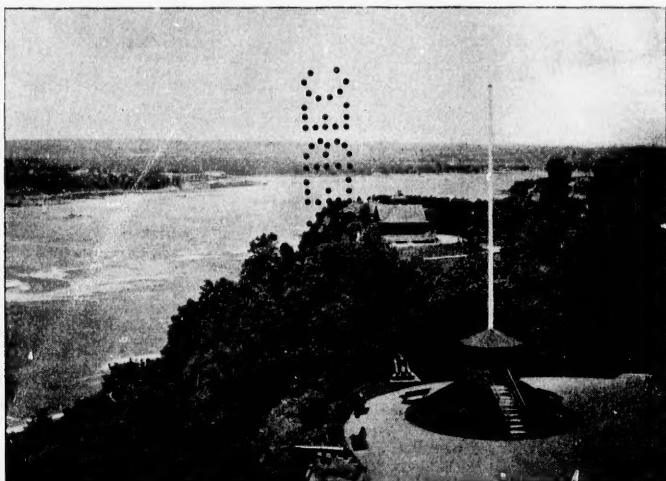
The Ottawa is broader two hundred and eighty miles from its mouth than it is between Ottawa city and the Lake of Two Mountains, and flows with such a strong and deep flood that the green waters of the St. Lawrence, for many miles below the confluence of the two rivers, are pressed against the southern shores.

Coming from the Far North, from regions comparatively little known, even at the present day, there is a certain mystery about this "Grand" river which awakens our curiosity and engenders a spirit of romance and, as we ascend its current; the beautiful islands and the picturesque scenery of its banks command our admiration.

The Ottawa was the highway of the early French explorers, missionaries and fur traders in their journeys from Montreal to the great lakes Huron and Superior, and the Far West. It was traversed by the red man as well as the *coureurs des bois*. It was ascended by Champlain, in 1613—who was the first explorer—on his voyage to discover what he had been led to suppose was the North Sea. During this voyage up the Ottawa, with two canoes, he experienced much hardship and many difficulties; continually menaced by wandering bands of Indians, he was at last forced to abandon his provisions and to trust entirely to hunting and fishing to provide him with the necessities of life. Champlain finally reached the country of Nipissing nation, on the shores of Lake Nipissing, and, finding that the Ottawa as a route to the North Sea was a mistake, he resolved to return to Quebec, which he reached, after great hardships and privations, and he soon afterwards sailed for France.

The Trip by Steamer.

The trip by steamer, either "up the Ottawa" to the capital of the Dominion; or "down the river" to Montreal, is one of the most beautiful and charming trips in Canada. The steamers are modern steel vessels, very fleet, and well adapted for day tourist travel; commodious and comfortably furnished, and the meals are well prepared and nicely served; the officers of the Company are experienced and renowned for their politeness and attention to passengers.



THE OTTAWA RIVER, FROM NEPEAN POINT.

Leaving the capital of the Dominion behind, the tourist will see on the north side the mouth of the Gatineau, a large and important lumbering stream, which has been surveyed for three hundred miles from its junction. The steamer touches at Templeton, on the Quebec shore, thence proceeds to

BESSERER'S WHARF, in Ontario. Here there is a very comfortable and commodious hotel, the Jubilee House, which is a new summer resort within easy access of the city of Ottawa. The special attractions being cool shades and breezes among the pine trees on the river bank; excellent fishing and boating, and perfectly safe agreeable bathing on the fine beach. The guests at

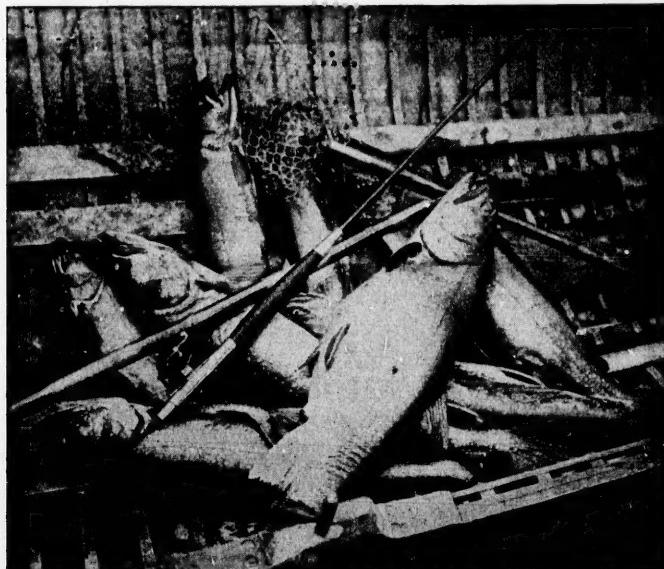
Jubilee House no doubt thoroughly enjoy themselves at this popular resort.

Eighteen miles further, the Lièvre River, after a course of two hundred and eighty miles, falls into the Ottawa. Upon this river, four miles from the steamboat landing, is the village of Buckingham.

CUMBERLAND is passed about 9.00 a.m., and the scenery here is very beautiful; the village being picturesquely situated on the rising bank of the river on the Ontario shore—*i. e.* the right hand side.

ROCKLAND is a flourishing town, having two or three large saw mills and many fine residences; that of W. C. Edwards, M.P., the member for county of Russell in the Dominion Parliament, and the principal proprietor of the Rockland Mills, being one of the most complete on the river.

THURSO, a village on the Quebec shore, is soon passed and just below this point the steamer glides between very beautifully wooded islands. These islands being so profusely wooded with very tall elm and basswood trees of luxuriant growth of branches, give to them, when the trees are in full leaf, at a slight distance, the extraordinary forms and outlines of animals or of such things as

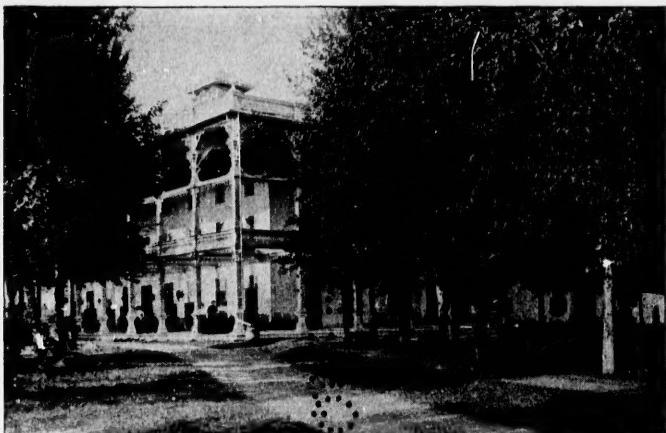


A FEW SPECKLED BEAUTIES.

our imagination may portray. The Thurso islands are favorite resorts for picnics, camps and hunting parties.

The steamer stops at the small village of Wendover for a moment, and then speeds along to Treadwell, five miles below.

The North Nation River is the next large tributary on the Quebec side and the South Nation on the Ontario



GRAND HOTEL, CALEDONIA SPRINGS.

or south side. These two streams have each a course of nearly one hundred miles.

PAPINEAUVILLE, on the North Nation, is a thriving little town with lumber and grist mills, and water power in abundance.

MONTEBELLO is five miles from Papineauville, where the seignior of Petite-Nation, the late Hon. Louis Joseph Papineau, resided. His name fills many pages of Canadian history. After his pardon and return from banishment, he mingled very little in politics, but lived to see many of the dreams, of his turbulent youth and manhood, realized by other hands. The Chateau Montebello is one of the very few old French seignorial establishments existing at the present time—and that only in the province of Quebec. The chateau is charmingly situated on the bold bank of the river, among grand old pine and hemlock trees, monarchs of the primeval forest; which no doubt, could they speak, would tell a tale of baronial splendour and of the magnificent entertainments which

have taken place within the walls of the old chateau, in days gone by. The scenery in this vicinity can hardly be surpassed in any portion of the country, blending the boldness of hills with the placid beauty of quiet waters and well tilled plains.

Eighteen miles from Papineauville the boat stops at L'Original, the county town of the united counties of Prescott and Russell. Here travellers for

CALEDONIA SPRINGS disembark. The Springs have a great efficacy in rheumatic and gouty diseases. There is a good hotel there. The Springs are four in number, Saline, Sulphur, Gas, and Intermittent. These celebrated springs are said to have been discovered by the Hon. Alex. Grant, while hunting for beaver about 1806, at that time these waters were known only to the Redman, whose beaten tracks through the forest, and hieroglyphics on adjacent trees, were the only evidence that these wonderful waters were appreciated.

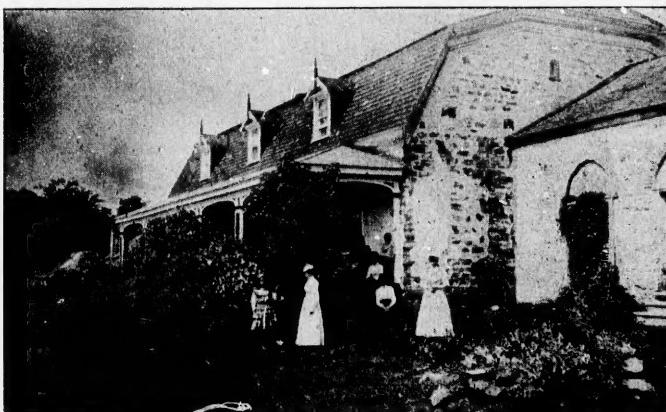


LONG SAULT, ON THE OTTAWA.

Some few years subsequent to Mr. Grant's discovery, a man named Kellogg, when the medicinal properties of the waters became celebrated, erected a hut near the springs, and derived an income by charging a small fee for the privilege of using the waters.

It was about 1840 or 1841 that the first hotel, of any importance, was erected at the springs. The first owner

of the hotel was Mr. William Parker, an American of great energy and push who succeeded in making the Caledonia Springs celebrated, not only for the curative properties of its waters, but also a fashionable resort for the elite of Montreal and the towns of northern New York State. Horse racing, which attracted noted sporting men both from United States as well as Canada, was indulged in with much éclat. This was the age before there were railways to take the citizens of Montreal and other towns to the seaside summer resorts, and, as the springs were within easy access by steamboat or by driving in carriages, it can readily be understood how the place became, at that time, a fashionable resort.



BELLEVUE, CARILLON, IN. 1889.

Mr. Parker established a printing house, and a weekly paper was issued at the springs ; and, as there was no lack of literary talent among the visitors, it became an interesting feature of the place. The original Canada House was destroyed by fire after it had been standing for twenty-five years, and a new hotel, also the Canada House, but built of stone, was erected about 1868 and was a very fine substantial building. The present hotel, the "Grand," erected on the site of the old, is a fine building capable of accommodating a large number of guests.

GRENVILLE is a few miles lower down on the north shore. The river here passes close to the Laurentian Mountains, and, narrowed also by islands, flows swiftly down the Long-Sault Rapids, or "Chute-à-Blondeau,"

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THE STEAMER "EMPERESS," OF THE OTTAWA RIVER NAVIGATION CO.

in a foaming and impetuous torrent, which stops all navigation, except that of downward bound lumber rafts.

The sportsman will find Grenville the most convenient point of departure for the wild and romantic lake country of the Laurentian hills. This tract resembles the Adirondack region of New York in its geological formation, as well as in its abundant lakes and streams. The whole country is dotted over with lakes, and, with short "portages" from stream to stream, the sportsman can go great distances in a canoe.

On the islands and south shore is the village of Hawkesbury; and the mills built upon the islands are some of the largest upon the Ottawa River.



THE BIG DAM AT CARILLON, ON THE OTTAWA.

The Grenville Canal was built to overcome the Rapids of the Long Sault. The old canal was designed and commenced by the Royal Engineers for the Imperial Government in 1829, but this canal was greatly enlarged by the Dominion Government a few years ago; the work however has never been completed sufficiently to allow the free passage of large river steamers with any degree of regularity, therefore passengers from the steamer "Empress" are transported to Carillon in twenty minutes by the

CARILLON & GRENVILLE RAILWAY. This railway, operated exclusively in connection with the passenger steamers of the Ottawa River Navigation Company, is to-day, perhaps, the only broad gauge road in the Domi-

nion (*i. e.*, a gauge of five feet 6 inches), and is, therefore, unique and interesting.

Upon the Quebec side opposite the halfway station on the Carillon and Grenville Railway, is the Thermopylæ of Canada, where a deed of "derring-do" was performed than which no greater is recorded in history. In 1660 the colony was on the eve of destruction. The full force of the Iroquois tribes was in arms to sweep the French into the St. Lawrence. Dollard des Ormeaux and sixteen young Montrealers resolved upon a deed which should teach the Indians a lesson. They bound them-



THE OLD "CARILLON"
CARILLON AND GRENVILLE RAILWAY LOCOMOTIVE.

selves by an oath neither to give nor take quarter. They made their wills, and took the sacrament in the little church at Montreal. They then started up Lake St. Louis and the Ottawa to this point, where they built a palisaded fort. Some Indians had joined them, but during the fight which ensued only three or four Algonquins remained faithful. Soon the Iroquois canoes came dancing down the rapids. A war party of three hundred warriors had been up the river. They speedily discovered the fort and rushed to attack it. Day after day they met with a bloody repulse. Sullen with rage they sent

for reinforcements until more than eight hundred warriors surrounded the palisades.

The story of the "Heroes of the Long-Sault" has been admirably told by Mr. George Murray, B.A., F.R.S.C., in his celebrated poem, "How Canada was Saved."

Daulac, the captain of the fort, in manhood's fiery prime,
Hath sworn by some immortal deed to make his name sublime ;
And sixteen soldiers of the Cross, his comrades true and tried,
Have pledged their faith for life and death, all kneeling side by side.
And this their oath, on flood or field, to challenge face to face
The ruthless hordes of Iroquois—the scourges of their race—
No quarter to accept or grant, and loyal to the grave,
To die, like martyrs, for the land they had shed their blood to save.

Soft was the breath of balmy Spring in that fair month of May,
The wild flower bloomed—the Spring bird sang on many a budding spray—

When loud and high, a thrilling cry dispelled the magic charm,
And scouts came hurrying from the woods to bid their comrades arm,
And bark canoes skimmed lightly down the torrent of the Sault,
Manned by three hundred dusky forms—the long expected foe.

Eight days of varied horrors passed; what boots it now to tell
How the pale tenants of the fort heroically fell?
Hunger and thirst, and sleeplessness, Death's ghastly aids, at length
Marred and defaced their comely forms, and quelled their giant strength;

The end draws nigh—they yearn to die—one glorious rally more,
For the sake of Ville-Marie and all will soon be o'er;
Sure of the martyr's golden crown, they shrank not from the cross,
Life yielded for the land they love, they scorn to reckon loss.

The fort is fired, and through the flame, with slippery, splashing tread,
The Redmen stumble to the camp o'er ramparts of the dead,
There, with set teeth and nostrils wide, Daulac, the dauntless, stood
And dealt his foes remorseless blows, 'mid blinding smoke and blood,
'Till, hacked and hewn, he reel'd to earth, with proud unconquered glance,
Dead—but immortalized by death—Leonidas of France!
True to their oath, his comrade knights no quarter basely craved—
So died the peerless twenty-two—so *Canada was saved.*



APPROACHING COMO OKA IN THE DISTANCE.

Soon we approach Carillon, and from the train have a full view of the great Carillon Dam. This dam, built across the river to increase the depth of water in the Carillon Canal, is one of the greatest triumphs of engineering skill in the Dominion. It was constructed by the Dominion government at a total cost of \$1,350,000 ; it is



A BIT OF "COMO" ROAD.

two thousand and four hundred feet long and twelve feet high, and was completed in 1881.

CARILLON (chime of bells) has become a favorite resort, in summer, for visitors both from Ottawa and Montreal. There are two hotels (the Queen's and Kelly's), and the first-class boarding-house "Bellevue," which, under Madame Gaherty's able management, is one of the best summer boarding-houses on the river. The view of the river and rapids of Carillon, the magnificent stretch of country to the south, from Bellevue House on the top of Carillon Hill, is grand in the extreme ; and the park-like pine groves in rear of the house, which are always accessible to the guests, make the situation of Bellevue delightfully agreeable. Bellevue has a history ; it was built by the late Commissary-General Chas. John Forbes about 1827. The old residence in its day has been the scene of many festivities, many people of distinction

constantly coming there to stay—Sir John Colborne, the Earl of Dalhousie—Sir John Kempt, Sir Charles Bagot, Sir Charles Metcalfe, and Lord Sydenham, all governors of Canada, besides numerous military and civil grandes, have been entertained there—in days gone by. Carillon is a favorite place for excursionists, who, leaving the city



ONE OF THE "ROYAL OAKS," COMO.

of Montreal by steamer "Sovereign" for a day's outing—arriving about noon and leaving for the return trip about half past one—spend the time in driving to the picturesque village of St. Andrews; a visit to the great dam; or strolling through the pine groves of Bellevue, and on the return they are quite ready for the excellent dinner which is served on board the steamer "Sovereign," immediately after the vessel starts from Carillon.

Soon after leaving Carillon, the steamer passes the mouth of one of the great tributaries of the Ottawa—the North River (*Rivière du Nord*). And, now, a beautiful scene meets our view as we approach the landing for Rigaud. The large well wooden island immediately in front of our course is called Carillon Island (Jones'), and beyond it we see the first glimpse of the Lake of Two Mountains, with mounts Brûlé and Calvaire in the distance, and Rigaud Mountain on our right hand. The

whole is a panorama of scenic beauty which cannot be surpassed.

RIGAUD MOUNTAIN stands out a bold and square mountain surmounted by a cross, and belonging to the same family of igneous mountains with those which start up from the prairie land round Montreal. Upon the summit of this mountain is a very singular plateau, covered to a great depth with rounded boulder-stones each about the size of a man's head. These stones consist mainly of different rock from the mass of the mountain, and they lie in long ridges as if turned up by a plough. The natives have styled this place very appropriately the "Devil's Garden." The geological report of 1863 classified it under the heading of "Moraines."

At the foot of the mountain is the pretty town of Rigaud, on the Rivière-à-la-Graisse, thriving and clean and bright, with its tinned roofs. There is a large French college here. The town is one mile from the steamboat landing.

Steaming down the lake, the boat passes St. Placide and makes a short stop at Pointe-aux-Anglais (Englishman's point). History fails to tell us who this Englishman was, and, seemingly, none of his descendants can be found at this sequestered spot at the present time. We cross the lake to the south shore, passing the fine summer



THE OKA CHURCH AND SEMINARY.

residences of many Montrealers on Hudson Heights, and soon arrive at

HUDSON, which is a picturesque spot, and much frequented as a summer resort.

Just below Hudson, the lake narrows to a half mile



THE ROAD ON PINE BLUFF, OKA.

in width, and as soon as the steamer rounds the long wooden point on our right, we come in sight of

COMO. This is a beautiful and charming summer resort, perhaps the most picturesque of all the many delightful spots on the Lake of Two Mountains, where there are several fine substantial summer residences. Como is renowned for its grand shade trees of oak and elm which completely overshadow the high-road. There is a first-class boarding-house here, "Willow Place" (Madame Brasseurs's), which is celebrated for its excellent table and comfortable accommodation, and is patronized by Americans as well as Canadians.

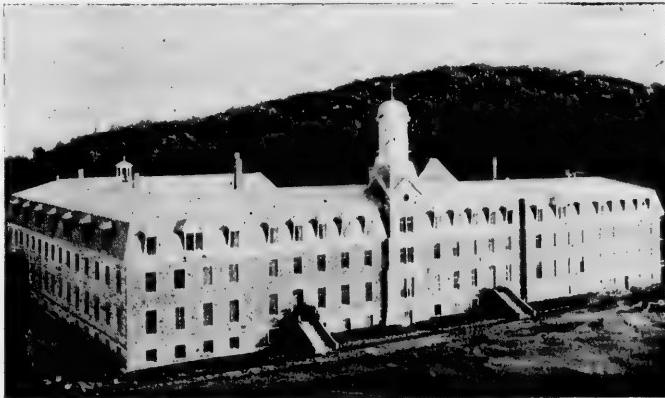
H. R. H. the Duke of Connaught, while on a duck hunting expedition late in the fall of 1869, when an officer of the Rifle Brigade, stayed at Riversmead, Como, the guest of the late R. W. Shepherd (President of the Ottawa River Navigation Company); and it was then, that His Royal Highness enjoyed his first sleigh drive in Canada, going from Como to Vaudreuil, on the Grand Trunk line, seven miles distant.

There are some fine apple orchards at Como, where

the choicest Canadian apples are cultivated for the English market.

OKA. Leaving Como, the steamer crosses the lake to Oka, the mission of the "Lac des Deux-Montagnes." This is an Indian village of the Iroquois and Algonquin tribes. The mission was established in 1721, the Indians having been transferred from Sault-au-Récollet, north of the city of Montreal, where they had been previously stationed.

The mountain behind the village is called "Calvaire." Four chapels are built at intervals on the road to the top of the mountain, and on its summit three other chapels are visible from the deck of the steamer. These chapels (the stations of the Cross) were built by Rev. Father François Picquet, who came from France to Canada in 1733, and was in charge of the mission of the Lake of Two Mountains. The chapels were built about 1740; and in each of the seven there is an extraordinary carving of wood, representing the mysteries of the Passion of our Lord. It is recorded that these wonderful carvings were made by a Canadian, who, in the words of a well-known priest, "had more good will than capa-



THE TRAPPIST MONASTERY, OKA.

city"—but it is uncertain when the carvings were placed in the chapels, probably about the middle of the last century.

Old oil paintings, which were first placed in the largest chapel on the summit of Calvaire by Father Picquet, works of art and copies of the great European masters, were removed, many years ago, to the church at

Oka to save them from destruction, where they may be seen to-day.

Every year, on the 14th of September, a pilgrimage takes place to the summit of Calvaire. The "Fête du Calvaire" pilgrimage is religiously attended by all French Canadians within a radius of thirty miles from

Oka. Many steamers are employed in carrying the pilgrims to this fête, and the wonderful order and decorum observed by the thousands of visitors on that day is really a matter of astonishment to those who have seen large crowds assembled in other places.

LES TRAPPISTES.

The smaller elevation to the east of Mount Calvaire is the site of the first Trappist monastery—this building is now used as an agricultural college—

VERY REV. FATHER DOM ANTOINE, ABBOT.

Superior of the Monastery of
Notre-Dame-du-Lac.



but in the valley beyond the hill, hidden from view, is the new monastery of La Trappe, which was built in 1892. This is a fine substantial stone building, and has ample accommodation for a large number of visitors. The Trappists are agriculturists, and a visit to their large farm, orchards and vineyards is the most convincing proof that they are successful and scientific farmers. The fine thoroughbred stock of cattle, horses, sheep and swine of many breeds, delight the eye of the stock raiser. The Trappists' cheese, Port-du-Salut, has a world-wide reputation and sells as high as imported Swiss cheese; and, as fabricators of wine and cider, they keep up their old world reputation.

The rules of the order of the La Trappe monks, are very strict; and only male visitors are admitted into the Monastery—ladies are politely stopped at the threshold—

no conversation between the members of the Order is permitted, except by special permission of the Abbot, and then as few words as possible must be used. The monks are compelled to rise at 2 a.m. for prayer and meditation. One meal a day only, as a general rule, is permitted and there is entire absence from meat, fish, eggs or butter; a spare quantity of bread, vegetables and milk only being allowed. It is most interesting to watch the monks in the fields performing their silent labor, in the garb of their Order and the sombre brown costume of the novice brother forming a striking contrast to the bright dress of the brother in full orders. How strange all this active life going on without a sound being uttered; to see them fall suddenly on their knees while the father, whose duty it is, performs "the office." Everything is done by rule and whatever the occupation, it must be suspended when the bell sounds for the religious exercises.

A day or two may be spent most pleasantly at the Monastery, where the comforts of man are well attended to by the polite and gentlemanly monks of La Trappe.

Stages are always in readiness at the steamboat wharf at Oka to meet the steamer every day to convey visitors to the Monastery for a trifling fare. Parties may leave Montreal in the morning, reach Oka at 10.30 o'clock and return same day, by the same steamer "Sovereign," at 3.25 p.m., thus having ample time to spend at the Mon-



THE TRAPPISTS AT DINNER.

astery and as well to drive to the top of Mount Calvaire, visiting *en route* the seven stations of the cross, and enjoy the most magnificent panorama of the lake and surrounding country from the summit.

THE LAKE OF TWO MOUNTAINS now widens out, below Oka, to its greatest width, about 15 miles, and far



THE TRAPPISTS IN MEDITATION.

on the right we see the tinned spire of the parish church of Vaudreuil, gleaming in the level rays of the setting sun. On the left extend the two northern branches of the *embouchure* of the river, which after passing in the rear of the Island of Montreal, and enclosing the Ile Jésus unite with the St. Lawrence below.

Immediately ahead, is seen the point of the Island of Montreal (Bout-de-l' Isle). This is perhaps the most interesting and historical portion of the river.

Boisbriant, the residence of the late Sir J. J. C. Abbott stands out prominently, and around the end of the island towards the east, the palatial summer residences of R. B. Angus, Esq., Hon. L. J. Forget and others of prominent citizens of the metropolis of Canada, are visible through the trees.

When the whole Bout-de-l' Isle was thick forest, the domain of Boisbriant—a fief noble—was granted by the King of France, in 1672 to Sidrac du Gué, sieur de Boisbriant, and the first house was erected in that year. Du Gué sold this fief in 1679 to Charles Le Moine de

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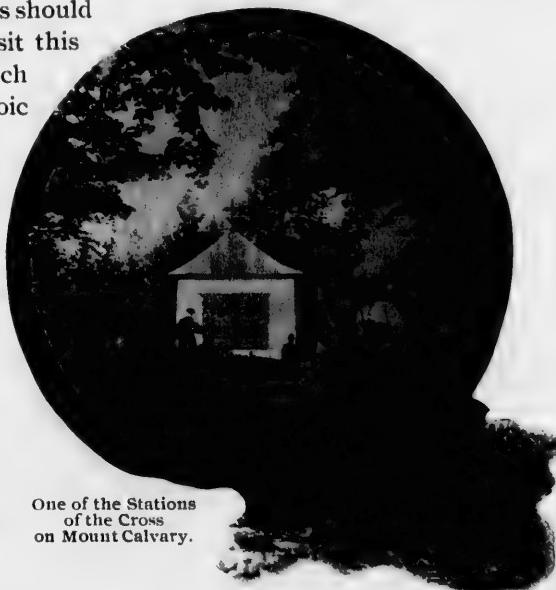
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that year.
Moyné de

Longueuil and Jacques Le Ber, merchant princes and fur traders. The tower on the top of the hill is the ruin of an old windmill erected by Le Ber in 1688—this mill was loopholed for musketry as a protection against the Indians. The Iroquois succeeded in burning this mill in 1691, after a very gallant defence made by Le Ber and his people.

FORT SENNEVILLE, the ruins of which are situated on the shore of the lake, immediately below the fortified windmill, may easily be discerned from the deck of the steamer. This fort was built by Le Ber's son, it is supposed about 1693. The fort consisted of a manor house, court yard, and four towers or bastions which commanded all approaches either from the land or the water.

A large trade was carried on here with the Indians and several hostile attacks were made on the fort at different times by the Iroquois and Mohawks. But the fort was finally burnt by a detachment of American troops, during the American war of Independence in the summer of 1776, under General Arnold, on their march to Montreal. The ruins of the old fort have, for some years, been carefully preserved, and being now covered with vines and creepers form an interesting feature in the landscape. Truly if we do overcome Nature, she has her revenge, for when the ugliness of our handiwork falls into ruin, she works them up into picturesqueness, and festooning them with verdure, smothers their hard and ungraceful outlines. Tourists should not omit to visit this old relic, which recalls the heroic times of our country's history.

We pass quite close to Dr. Girdwood's island, disclosing the extensive greenhouses and forcing houses on it, and shortly afterwards we



One of the Stations
of the Cross
on Mount Calvary.

arrive at St. Anne-de-Bellevue. The steamer goes through a lock there, thence under the two iron bridges of the Grand Trunk and the Canadian Pacific lines between Montreal and Toronto. These fine structures demonstrate two different styles of iron bridges, viz., the former that of seven and thirty years ago and the latter that of the present cantilever style of bridge; and it is remarkable that these two samples of great engineering skill should be placed within fifty-five feet of each other.

ST. ANNE-DE-BELLEVUE is a thriving village and was formerly the point of landing of the old French *voya-*



FORT SENNEVILLE, NEAR BOISBRIANT.

geurs, who, in canoes, traversed the waters of the upper Ottawa to secure in northern forests the furs which were at one time the staple product of Canada.

The little stone building, near the locks, (used since 1860 as a village school) was the first stone church of St. Anne's, and also the last church, on the route, in which the old *voyageurs* stopped to pray to their titular "sainte Anne," putting themselves under her protection when they set out on their perilous voyages to the great North-West. The voyage was really only supposed to have begun in earnest when St. Anne was left behind. This little old church was built in 1703. It was at St. Anne, that Tom Moore, while passing down the Ottawa, in canoes, saw something of the fur trading life, and was inspired to

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write his musical "Canadian Boat-Song," which has made the locality famous.

Leaving St. Anne, the steamer crosses over to the south shore and skirts along for some distance the northern shore of Ile Perrot. This island takes its name from Mons. Perrôt, a great fur trader, who established a trading post on the island in 1670.



LE BER'S MILLS,

ST. ANNE-DE-BELLEVUE, WEST END MONTREAL ISLAND.

The steamer passes quite near to Sherringham Park, a delightful picnic ground on Ile Perrot, and the resort of pleasure-seekers (brought there by steamer specially chartered for the occasion) who find here all the necessary conveniences, combined with fresh air, fine shade trees, excellent boating and fishing—for a day's outing. Some fine summer residences of Montrealers are seen



RESIDENCE LATE SIR J. J. C. ABBOTT,
Boisbriant, St. Anne-de-Bellevue.

very distinctly, on the Island of Montreal, from the deck of the steamer as we pass. Bay View, Beaurepaire, and village of Pointe Claire, with the quaint old-fashioned windmill and handsome church stand out prominently. The first church at Pointe-Claire (built on the site of the present substantial edifice) was erected in 1713.

The stone windmill on Pointe-du-Moulin was erected in 1700,—thirteen years before the first church, and it too was intended—like that at Bout-de-l'Isle—for protection against the Indians—being loopholed for musketry.

We pass the summer resorts of Lakeside, Valois and on the point below Valois the splendid Club-House of the Forest and Stream Club can be distinctly seen from the steamer as she glides swiftly along.

We are now well into the Lake of St. Louis, which is the confluence of the Ottawa and St. Lawrence rivers. The waters of these two rivers do not seem to mix at all, but run side by side the whole length of the Lake, and

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showing clearly and distinctly their respective colors until they are rudely tossed about in the great rapids below Lachine. Just above Lachine we pass the beautifully wooded Island of Dorval, formerly the residence of Sir George Simpson, Governor of the Honourable Hudson's Bay Co. It was at his fine residence on Dorval Island that Sir George entertained H. R. H. Prince of Wales on his memorable visit to Canada in 1860.

LACHINE is famous for its historical incidents. The origin of the name *La-Chine* is said to have been given derisively to the place in consequence of the failure of de La Salle's search of the route to China and Japan in the year 1669.

The great massacre of Lachine occurred on 5th August, 1689, when fifteen hundred Iroquois traversed Lake St. Louis and silently landed at Lachine that dark stormy night, massacring over two hundred men, women and children with great barbarity and carrying off over one hundred and twenty prisoners who, it is said, were cruelly burnt and sacrificed to satisfy the vengeance of the Redman.

It was at Lachine that the British General Amherst landed September 6th, 1760, with ten thousand troops, after having "shot" all the rapids of the St. Lawrence, and marched on to Montreal the same day, camping before the city, which capitulated on the following day.

Lachine is now almost a suburb of the city of Montreal and is quite a manufacturing centre. There is direct



DR. GIRDWOOD'S ISLAND, ST. ANNE-DE-BELLEVUE.

connection by rail with the city every hour, and electric trolley cars run every half hour, during the day and night.

At Lachine the passenger list is always increased by a number of persons who have come out from Montreal to take a trip down the Rapids, which lie between Lachine and the city; and the running of these rapids forms a thrilling termination to the very charming trip.

A short distance from Lachine the steamer passes under the great cantilever bridge of the Canadian Pacific Railway, lately completed, and which forms a new feature of engineering skill. The

LACHINE RAPIDS are the most perilous in the whole devious channel of the St. Lawrence, for the dangerous



AMONG THE ISLANDS, ST. ANNE-DE-BELLEVUE.

rocks which lie just below the surface would deceive any but a skilful navigator. The swarthy pilot who takes the wheel at this point pays little attention to anything but the duty in hand, which certainly demands all his energies. Casting alternate glances at him and the rushing waters ahead of us, we involuntarily breathe words of the hymn—

"Steady, O Pilot, stand firm at the wheel."

Right in our path lies a ragged rock which threatens us with instant destruction; but a turn of the wheel at just the right moment sends our good craft a little to the left of it, and the apparent danger is past. With bated breath we watch for the next peril that looms ahead of us to find it, like its predecessor, vanquished by the

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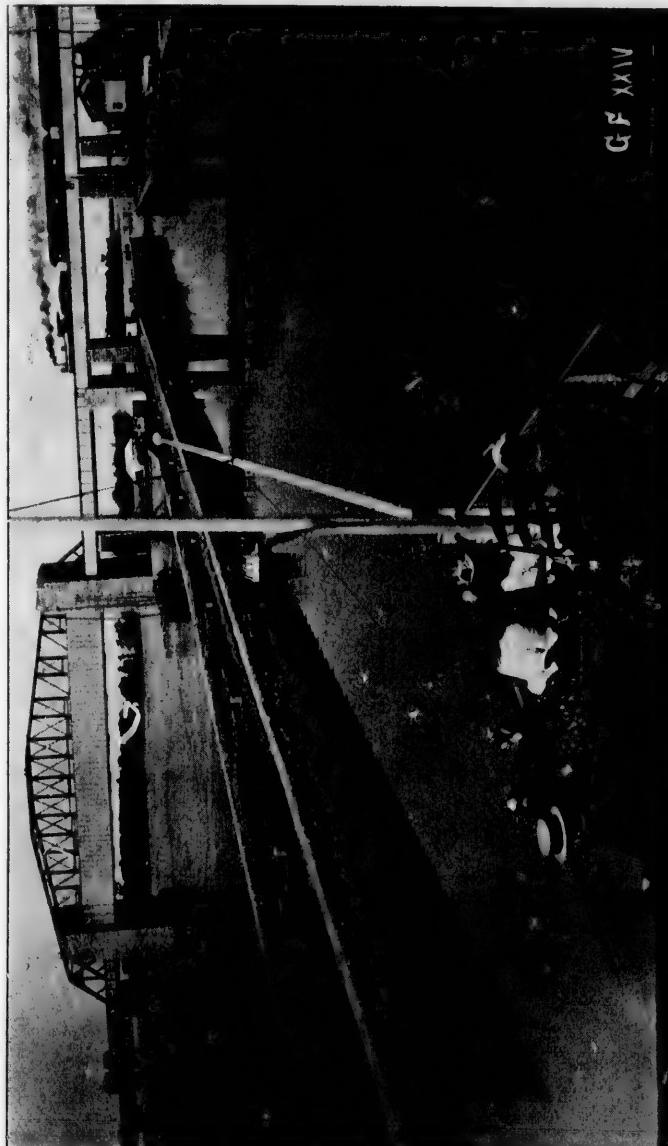
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ENTRANCE TO ST. ANNE'S LOCKS, GRAND TRUNK AND CANADIAN PACIFIC BRIDGES.



VICTORIA SQUARE, MONTREAL.

strong arm and steady nerve of the man to whom every inch of the channel is as familiar as a beaten path.

MONTREAL. Entering once more into quiet waters, we steam on our way to Montreal. The first sight that meets our view is the great Victoria tubular bridge of the Grand Trunk Railway, which is one of the greatest wonders of the age and soon to be transformed into a modern cantilever bridge. The bridge is nearly two miles long, and the iron tube through which the train passes rests on twenty-four piers. The whole structure, which was completed in 1860, cost nearly \$7,000,000. After passing under the bridge, through the centre span, the city of Montreal comes into sight. A view of the Commercial Metropolis is presented, which is unequalled from any other point, not excepting the magnificent scene from the summit of the Mountain Park.



MOONLIGHTS. PILGRIMAGES. PIC-NICS.

THE steamer "Duchess of York" is a new steel steamer built especially for carrying a large number of passengers, with all modern conveniences, and fitted with electric lights. Sherrington Park is on Isle Perrot, a secluded spot, and a charming place for pic-nics. The Park is furnished with cottage and other conveniences, covered platform for dancing, swings, tables, seats and playground. There is splendid fishing and perfectly safe boating—and row boats may be hired at reasonable rates.

The steamer "Duchess of York" may be chartered for Sherrington Park or elsewhere. Apply at

165 COMMON STREET,

R. W. SHEPHERD,
Managing Director O. R. N. Co.

TEL. 1029.

EXCURSION STR. " DUCHESS OF YORK " AT SHERRINGTON PARK.



Ottawa River Navigation Co.

MONTREAL TO OTTAWA TIME-TABLE.

Miles	MONTREAL	Leave	Arrive	G. T. R.
9	Lachine	Leave	Arrive	8 00 A. M. 8 25
	Lachine, Steamer leaves			8 30 Breakfast.
27	St. Anne's	about		9 40
36	Oka	"		10 30
37	Como	"		10 40
38	Hudson	"		10 50
48	Pointe aux Anglais	"		11 10
48	Rigaud	"		11 45
53	Carillon	Arrive	"	12 25 NOON.
53	Carillon	Leave	"	12 30 P. M.
66	Grenville	Leave	"	12 55
71	L'Original (for Caledonia Sp'gs)*	"		C. & G. R. R.
84	Montebello	"		1 05
89	Papineauville	"		1 30
90	Brown's Wharf	"		Dinner.
95	Wendover	"		2 45
101	Thurso	"		3 00
105	Rockland	"		3 15
109	Buckingham, Prince's Wharf	"		3 35
110	Cumberland	"		4 00
121	East Templeton	"		4 30
130	OTTAWA	Arrive	"	4 55
				5 00
				5 55
				6 35

*Passengers for Caledonia Springs may dine on Steamer after leaving Grenville.

OTTAWA TO MONTREAL TIME-TABLE.

Miles	OTTAWA	Leave	Arrive	G. T. R.
8	East Templeton	about		7 30 A. M. 8 00
	Cumberland	"		Breakfast.
20	Buckingham, Prince's Wharf	"		8 45
21	Rockland	"		8 50
25	Thurso	"		9 05
29	Wendover	"		9 25
35	Brown's Wharf	"		9 55
40	Papineauville	"		10 25
41	Montebello	"		10 40
46	L'Original (for Caledonia Sp'gs)	"		11 05
59	Grenville	Arrive	"	12 05 NOON.
64	Grenville	Leave	"	12 50 P. M.
77	Carillon	Arrive	"	C. & G. R. R.
	Carillon	Leave	"	STEAMER.
82	Rigaud	"		1 45
88	Pointe aux Anglais	"		Dinner.
92	Hudson	"		2 20
93	Como	"		2 50
94	Oka	"		3 05
103	St. Anne's	"		3 15
121	Lachine	Arrive	"	3 25
121	Lachine	Leave	"	4 05
130	MONTRÉAL via Rapids	Arrive	"	5 25
				5 35
				6 30

CONNECTIONS WITH

GRAND TRUNK RAILWAY at Lachine, for trips "Up the River," or at Lachine or at St. Anne's for "Down the Rapids." All Passengers from Montreal taking Grand Trunk train for Lachine to connect with Steamer for Ottawa and intermediate ports.

STR. "JAMES SWIFT" at Ottawa for Rideau River and Kingston.

CANADA ATLANTIC RAILWAY at Ottawa.

CANADIAN PACIFIC RAILWAY, connecting with this Line at St. Anne's, Hudson and Ottawa for Montreal *via* Rapids, or at Ottawa for points West of Ottawa.

RICHELIEU & ONTARIO NAVIGATION COMPANY'S Steamer at Montreal, for Quebec and Intercolonial Railway—Steamers of this line going alongside to transfer passengers.

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"Up the Ottawa."

The steamer "Sovereign" leaves Lachine for Ottawa and intermediate ports, daily (Sundays excepted), on arrival of train, leaving Montreal at 8 a.m. from the Grand Trunk Depot.

THIS IS THE ONLY DIRECT RIVER ROUTE TO OTTAWA.

Passengers arrive at Ottawa at 6.30 p.m.

The Most Beautiful Ten-Hours Sail on the Continent.

First-class fare to Ottawa	\$2.50
Return " "	4.00
Round Trip (Boat and return, Rail or <i>vice versa</i>)	5.00
Second-class fare	1.75

Excellent meals served on board steamer.

Baggage checked.

Tickets may be procured in Montreal at the following offices:

WINDSOR HOTEL,	GRAND TRUNK STATION,
BALMORAL HOTEL,	(Bonaventure).
ST. JAMES ST. OFFICES, 137.	HEAD OFFICE O. R. N. Co.,
Do 138.	161 to 165 Common St.,
Do 178.	Canal Basin.

I. I. GIBB,
President.

R. W. SHEPHERD,
Managing-Director.

Ottawa to Montreal.

The splendid new iron steamer "Empress" leaves Queen's Wharf, foot of Sussex Street, Ottawa, daily (except Sunday), at 7.30 a.m.

Electric Car Service from all the hotels in Ottawa direct to Queen's Wharf.

The Trip between **Ottawa**, the political capital, and **Montreal**, the commercial capital of Canada, by the river, is one of

The Most Charming Excursions in America,
combined with every comfort modern luxury commands.

The steamer passes magnificent scenery the whole way.

Shooting Lachine Rapids,
and arriving at Montreal at 6.30 p.m.

Going alongside R. & Ont. Nav. Co. Steamer for Quebec at Montreal to transfer passengers and baggage.

First-class fare to Montreal	\$2.50
Return " " " " "	4.00
Second-class fare " " " " "	1.75
Round Trip tickets (Boat and ret., Rail or <i>vice versa</i>),	5.00

Excellent meals (50 cts.) served on board steamer.

TICKET OFFICES, Ottawa :	{	ED. KING, Sparks Street.
		E. C. ARNOLDI, Cor. Sparks and Metcalf Streets.

THE . . .

Str. "SOVEREIGN,"

a late addition to the Company's fleet, is a copy of the most modern American river steamers. .

DELIGHTFUL DAY EXCURSIONS.

Str. "SOVEREIGN"

To CARILLON (which is 50 miles up the Ottawa and beautifully situated at the foot of the Rapids), passing Lake St. Louis, St. Anne's and picturesque Lake of Two Mountains, Indian village of Oka, Mount Calvary with its seven famous old French chapels, Como, etc., allowing parties about one hour at Carillon before Steamer leaves to return. A pleasant park at the landing. Take 8.00 a. m. train for Lachine to connect with Steamer. The mileage of this trip being about 110 miles, arriving home *via* Rapids at 6.30 p. m.

Fare for Round Trip from Montreal, - \$1.00
Children under 12 years, Half Fare.

Tickets for these excursions at the Grand Trunk Railway offices, Windsor or Balmoral hotels, and at the offices, 137, 138 and 184 St. James Street, and are optional to return from Lachine by train or down the Rapids by boat.

AFTERNOON TRIPS (STR. "SOVEREIGN.")

Returning down the Rapids in the cool of the evening.

To LACHINE by Grand Trunk Railway, 5.00 p. m. train to connect with Steamer to SHOOT THE RAPIDS. Fare for Round Trip, 50 cents.

To ST. ANNE'S, (hallowed by memories of Tom Moore); per Grand Trunk, leave daily (except Sunday); 1.30 p.m. to connect with Str. "SOVEREIGN" which leaves there for Rapids about 4 p. m. Fare for Round Trip, 80 cents.

SATURDAY AFTERNOON TRIPS.

Returning home by the Rapids.

To LACHINE—5.00 p. m. train from Bonaventure Depot. Round Trip, 50 cents.

To ST. ANNE'S, from Bonaventure Depot at 1.30 p. m., and from Windsor Station 1.30 p. m. Boat leaves St. Anne's at about 4 p. m. Round Trip, 80 cents.

To HUDSON, on LAKE OF TWO MOUNTAINS, take train at Windsor Station at 1.30 p.m.; arrive Hudson 2.45 p.m. Steamer leaves at 3 p. m. sharp for Montreal, passing through Lake of Two Mountains, Lake St. Louis and Rapids. Round Trip, \$1.00.

THE
Str. "EMPRESS"

is a splendid large iron steamer of a beautiful model, and considered one of the fastest river boats in Canada. She is a modern boat, with every convenience. Her dining room on the main deck aft is a nice, light, airy room capable of seating over seventy persons at one time.

The "Empress" has accommodation for eight hundred passengers.

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DELIGHTFUL DAY TRIP.

Take Steamer "Empress" at 7.30 a.m. for Grenville or any of the beautiful stopping places. The most favorite points for pic-nics are Besserer's Grove, about 11 miles below Ottawa, there is a fine summer hotel there, the "JUBILEE HOUSE"; Cumberland, Thurso and Montebello. The sail through the islands below Thurso, and the extraordinary beauty and picturesque scenery in the vicinity of Montebello, together with the fine old Manor House and parklike grounds makes Montebello the most favorite resort for pic-nic parties. The proprietor of the Manor House is always ready to give visitors an opportunity of viewing the place when possible.

Day Excursion Fares per Str. "Empress":

Ottawa to Grenville and back, - \$1.50
Except Saturday and Wednesday.

N.B.—Including Dinner on the Return Trip.

**Saturday and Wednesday Excursions,
(Meals extra.) only 50c.**

TICKET OFFICES, OTTAWA:

QUEEN'S WHARF : { ED. KING, 27 Sparks Street,
E. C. ARNOLDI,
91 Sparks Street, corner Metcalf.

N. B.—The principal hotels at Ottawa are :

Russell House, Grand Union, Windsor and the Gilmour House.

STEAMERS
 SUITABLE FOR
Excursions or Pic-Nics
 may be chartered on reasonable terms on applying at
 HEAD OFFICE, MONTREAL, or to
 CAPT. BOWIE, OTTAWA.

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CALEDONIA SPRINGS,
 THE SARATOGA OF CANADA.

Passengers for the celebrated CALEDONIA SPRINGS will be landed at L'Orignal, where they take stages for Springs. This is the river route to the Springs.

RETURN TICKETS, INCLUDING STAGE, AT LOW RATES
GOOD FOR THE SEASON.

<i>From Montreal, Return, Both Ways by Boat</i>	<i>\$3.60</i>
" " <i>Round Trip, C.P.R. and Return by Boat</i>	<i>3.90</i>
" <i>or vice versa</i>	
" <i>Ottawa, Return (Boat)</i>	<i>3.00</i>

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Summer Hotels and Boarding-houses.

ST. ANNE'S—Clarendon Hotel.

OKA—Two Hotels and several Boarding-houses.

COMO—Mme Brasseur's first-class Boarding-house.

HUDSON—Hudson Hotel and Hodgon Bros. Boarding-house.

RIGAUD—Hotels and Boarding-houses.

CARILLON—Sovereign Hotel, Kelly's Hotel and **The Bellevue Boarding-house** (Mrs. Gaherty's). N. B.—The Bellevue Boarding-house has lately come under new management. Visitors and guests will find there most excellent accommodation and board.

ST. ANDREWS—Sauvé Hotel and several Boarding-houses.

GRENVILLE—Mrs. McIntyre, Hotel, &c.

L'ORIGINAL—Ottawa Hotel and L'Orignal Hotel.

CALEDONIA SPRINGS—THE GRAND HOTEL and Lake View House.

MONTEBELLO—Hotel and Boarding-houses.

THURSO—Ottawa " Beach House," &c.

BESSERER'S—" Jubilee House," Summer Hotel.

N.B.—All the above places are reached by DAILY LINE STEAMERS.

COMMUTATION TICKETS AT REDUCED RATES ISSUED.

MARKET LINES.

The Str. "Princess"

Leaves Montreal 6 a.m. every WEDNESDAY and SATURDAY for

ST. ANNE'S,	ST. PLACIDE,
OKA,	RIGAUD,
COMO,	ST. ANDREWS,
HUDSON,	CARILLON,
PT. ANGLAIS,	PT. FORTUNE.

with passengers and freight, arriving at Montreal every MONDAY and THURSDAY about 1.30 p.m.

The Str. "Maude"

Leaves Montreal TUESDAY and FRIDAYS at 6.30 p.m. for

CHUTE BLONDEAU,	
GRENVILLE,	MONTEBELLO,
HAWKESBURY,	PAPINEAUVILLE,
L'ORIGNAL,	BROWN'S WHARF,
KAIN'S WHARF,	
OTTAWA, &c.	

Arrives at Montreal every MONDAY, about 2 p.m., and THURSDAY, about 11.30 a.m.

Head Office: 161 to 165 Common Street, Canal Basin,

MONTREAL.

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A Grand All-Boat Trip.

NEW AND CHARMING!

. . . VIA . . .

The Picturesque Ottawa River to Ottawa;

. . . THENCE . . .

Through the Surpassingly Beautiful Scenery of the Rideau River and Lakes;

. . . AND . . .

Down the St. Lawrence from Kingston to Montreal by Boat, through the Famous Thousand Islands and Rapids of the St. Lawrence.



This trip occupies four days and three nights, starting from Montreal, and all by boat.

Mr. J. W. Burdick, the well-known General Passenger Agent of the Delaware and Hudson Canal Co.'s Railway, who made the trip up the Ottawa and through the Rideau Lakes, in 1894, says :

"It is one of the finest boat trips on the Continent.
Much too fine to be buried in oblivion."

Every year this ALL-BOAT TRIP is becoming more popular. The beautiful picturesqueness of the Ottawa River and the charming and entrancing panorama of the Rideau Lakes cannot be surpassed anywhere.

The Round Trip Ticket costs \$11, including meals and berths on the Rideau boat. The trip can be done easily, including all meals on the other lines as well as hotel charges at Ottawa and Kingston, for about sixteen dollars.

The Tourist may leave Montreal on a Monday or Thursday, at 8 a. m., *via* Ottawa River steamer to Ottawa, arriving there at 6.30 p. m. Spend the night at Ottawa. As the Steamer "James Swift" does not leave Ottawa until 3 p.m., the Tourist has a whole half-day to see the many sights of the capital of Canada. The Steamer "James Swift" arrives at Kingston the following evening about 6 p. m. The night is spent at Kingston, either at the Frontenac or some other hotel and an early start is made by R. & O. N. Co. steamer the next morning for Montreal, from the dock opposite the Frontenac, arriving at Montreal *via* the Rapids about 6.30 p. m.

Undoubtedly this is one of the Jolliest Trips in America.

If the tourist has the time, it would be worth while to stop over at Kingston a day in order to make an excursion up the beautiful Bay of Quinte, by one of the numerous excursion steamers that ply on the Bay.

Str. "James Swift" leaves Ottawa 3 p.m. Tuesdays and Fridays.

Do leaves Kingston 6 a.m. Mondays and Thursdays.

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Kingston and Ottawa

VIA

Rideau River and Lakes.

ISLAND VIEW ON BIG RIDEAU LAKE.



Kingston and Ottawa

VIA

Rideau River and Lakes.

PROBABLY no trip is attracting more of the attention of tourists just now, than that between Kingston and Ottawa *via* the Rideau Canal. The distance is $126\frac{1}{2}$ miles, and the journey is made by the steamer "James Swift" in twenty-six hours. The Rideau is not an ordinary canal. It is a waterway between the two cities mentioned, made by connecting a large number of the most beautiful lakes on the Continent. The actual canal is comparatively short, while the lakes afford delightful sails and scenery, and invigorating air.

The Canal was constructed by the British government as a military work, at a cost of five million dollars, as far back as 1830. If, in time of war, the navigation of the St. Lawrence were interrupted, this canal, in conjunction with the Ottawa River, would furnish direct communication between Montreal and the great lakes.

Although the first locks of the Canal are six miles distant, Kingston, at the foot of Lake Ontario, is practically the starting point. The steamer leaves that city on Mondays and Thursdays, at 6 a.m. Passing through Cataraqui Bridge, which connects Kingstion with a military reservation on which is Fort Henry and the Royal Military College, the boat enters a very pretty channel, with bluffs on both sides, which finally converges into a narrow ravine with perpendicular sides towering up fully two hundred feet high. After winding along for fully half a mile between those walled rocks, the first lock of Kingston Mills is reached. There are four locks, and the total lift is forty-seven feet. The dam that holds back the water is over six thousand feet long by fourteen feet high, and some hundred feet overhead the Grand Trunk Railway track spans from hill to hill. The scenery here is awful yet sublime, and people travel long distances in order to enjoy the surroundings. The locks at Kingston Mills, as along the whole line of the Canal, are built of finely cut stones of large dimensions.

The next stretch of ten miles is formed by backing up the water of the Cataraqui River. This construction, while it made the water deep enough for navigation and rendered excavation unnecessary, flooded considerable of the surrounding country, which now bears the name of the "Drowned Lands"—the home of different kinds of wild fowl.

A short cut connects the "Drowned Lands" with Washburn Lock, where there is a lift of about ten feet.



THE "QUARTERS" CHANNEL, NEAR JONES' FALLS, ON THE RIDEAU.

A continuation of the same cut brings the boat to the Brewers' Mills Lock, at which place the lake navigation proper begins. After leaving the lock no way of exit appears. Tourists expect the steamer to go aground every minute, but she doesn't. A sharp turn to the right and a beautiful stretch of water and some grand bluff scenery, three quarters of a mile long and two hundred feet high are in view. Out of this bluff projects an excellent profile of the Duke of Wellington. It is fully twenty feet from chin to top of forehead, and standing out boldly as it does beyond the line of bluff, it would be easily recognized by the tourist, who saw it for the first time, as a profile of the Iron Duke.

Cranberry Lake is then almost immediately entered. It is a large expanse of water and contains many islands of considerable extent. Connected to the north are several lakes in which there is superb fishing. Large bass and pike abound. Towards its foot, the lake contracts suffi-

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ciently to allow of it being bridged at a place called Brass Point. Two miles further on is the flourishing village of Seeley's Bay, which is prettily situated in a beautiful bay about half a mile off the channel. Next comes a winding channel, varying in width from one hundred to three hundred feet. The banks are very steep and wild and covered with trees to their summit.

One of the most striking bits of scenery along the route is seen just when the boat is entering Whitefish Lake from this channel. Half a mile away are towering red granite rocks, here and there, on which are fringes of trees and brush. The tops of the rocks have a purplish hue in the sunlight and remind one of the far-famed "Hills of the heather" of Scotland.

JONES' FALLS. Five miles farther, on the most beautiful spot in Ontario, Jones' Falls is located. Those who have seen it and been in a position to compare it with other "beauty spots" on the Continent, state positively that while they may have witnessed its equal, certainly they never saw its superior, all points of excellence taken into consideration. It is not only beautiful, but interesting and historic. The dam at the Falls is a stupendous piece of work, and at the time it was built, was the largest structure of the kind in the world. Read the size of it : four hundred feet long, three hundred and one feet



PART OF CHANNEL NEAR JONES' FALLS.

thick at the base and ninety feet high. It is horseshoe in shape and the mason work is most enduring. The locks, four in number, were cut through the solid rock, and each one lifts the boat twenty-two feet. At the top is simply fairy land. There are many nooks, bays and



ON LAKE OPINICON CHANNEL.

inlets, and pretty places which are taken advantage of by camping parties. No better fishing exists anywhere than there is in this locality. There are many small lakes lying in different directions from the Falls, in which black and green bass and pike are abundant. An empty string on the return journey is an unknown thing here.

Leaving "Jones' Falls" "The Quarters" are entered. Here is where the headquarters of the construction staff were established. It is said that on pay day wheelbarrows had to be used in taking the silver money to the different paymasters. The scenery is very fine and in several places passengers on the steamer can easily pluck leaves off the trees lining the banks, the stream is so narrow. The canal is serpentine and strangers are unable to tell what direction the boat is likely to take. The sail in the Quarters is most enchanting.

Sand Lake is next entered. It is from one to three miles wide, contains clear blue water and a number of pretty islands. It is one of the loveliest of the whole Rideau

series, and a glance at it makes one long for a skiff. The next lake is Opinicon, or Wild Potatoe Lake. It is six miles long and two wide and is literally covered with islands. The Indians found wild potatoes growing on its shores before the canal was built.

Passing through Chaffey's Locks, a most picturesque spot and highly desirable as camp grounds, Indian Lake is reached. Its shores are high and rugged and the scenery wild. The steamer glides through a little isthmus and into Clear Lake, a small body of water, surrounded by white granite hills, and later through Fiddler's Elbow, a mystifying place, into Newboro Lake, which is dotted with beautiful islands of different sizes. Black and green bass are as plentiful here as pollywogs in a rain barrel. In the fall wild fowl are abundant.

Touching at Newboro, a pretty village of one thousand inhabitants, the boat is lifted by the last lock on the



up-grade. She then passes through a cut, a mile long, and into Little Rideau Lake, which is the summit level, or one hundred and sixty-one feet above Lake Ontario. At the head of the lake is the village of Westport, two thousand inhabitants. It is called the city of steeples, because of the number of churches that are in sight from

the deck of the steamer. The next body of water is Big Rideau, which is twenty-one miles long and varies in width from one to eight miles. There are fully two hundred islands in this lake, so that the scene it presents can be fairly imagined. On Long Island is the famous club-house called Angler's Inn, owned by C. P. R. officials and some residents of New York. On many of the islands and the main shore are beautiful summer cottages. Salmon trout are taken here on trawl, and large black



PROFILE DUKE OF WELLINGTON, CRANBERRY LAKE, ON CHANNEL.

bass are plentiful. Portland village is on the south shore and has about five hundred inhabitants. After calling here, the next stopping place is Garrett's Rest, on an island at the mouth of German Bay.

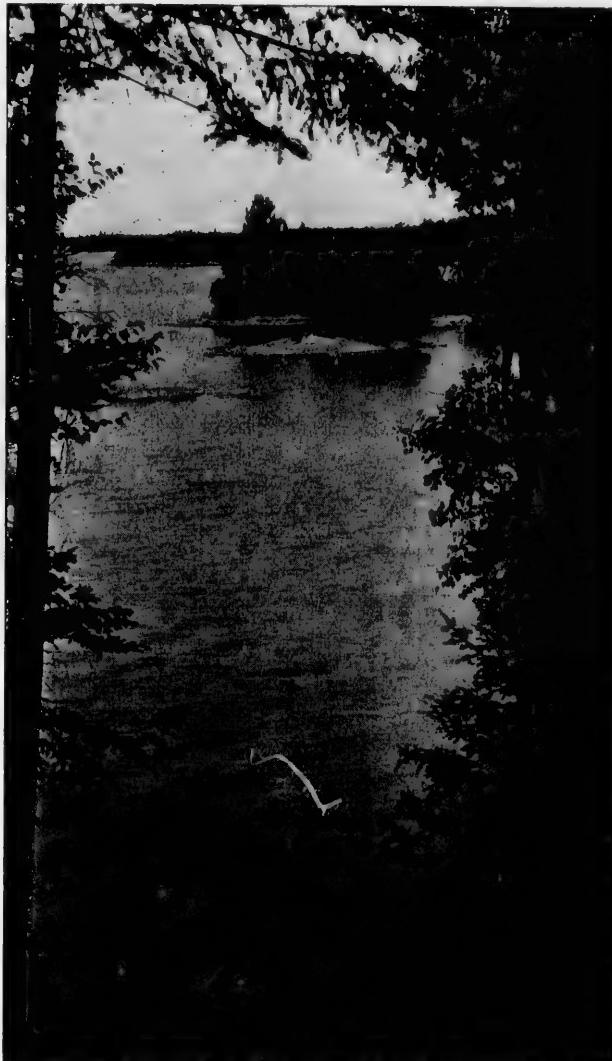
Winding through the numerous islands the steamer reaches the Rocky Narrows, which has towering granite shores, and later Oliver's Ferry. This place is quite a settlement of pretty summer residences, among them that of Hon. Peter McLaren. Three miles from Oliver's Ferry is the mouth of the Rideau River, where may be seen the ruins of houses built by English officers who came to this country on hunting expeditions. Years ago deer abounded in this section. Poonamalie Cut is about

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A VISTA, BIG RIDEAU LAKE.

three miles down the river. Any person who has passed through this cut will never forget it. Trees form an arch over the steamer, and at times the foliage has to be removed in order to make way for the smokestack. Two miles farther on is the town of Smith's Falls, which is about midway between Kingston and Ottawa. The C. P. R. Junction is here. The town is prosperous and has a population of five thousand. Twelve miles farther down the river is the village of Merrickville, and between the two places there are seven locks. From Smith's Falls to Ottawa, the route is river with varied scenery. There is a twenty-seven mile run just after leaving Burritt's Rapids, the next place to Merrickville. This run is teeming with maskinongé, pickerel and black bass. No place along the route affords better genuine sport than does this run. On its banks are the villages of Kars and Manotick, and two miles from the latter place are the Long Island Locks with a drop of twenty-eight feet. There are two extensive dams here, which cannot fail to arrest the tourist's attention. One is three hundred and thirty feet long and twenty-nine feet high; the other seven hundred and fifty feet by ten feet. A stretch of five miles and Black Rapids, where there is one lock, is reached. The dam is three hundred feet long and twelve feet high and over it is passing continually a film or veil of water which has a very beautiful effect in the sunlight.

Hog's Back is four miles nearer Ottawa. This place gets its name from the shape of large boulders over which the water dashes furiously. Appearances indicate that at some time an earthquake occurred in this locality. The cataract rushes down into the Rideau River, which at this point becomes unnavigable, hence the steamer enters a canal cut, that is not left until she arrives at the Capital. The dam is another object of interest, being three hundred and twenty feet long and forty-five feet high. Every summer large numbers of citizens of Ottawa camp at Hog's Back. As it is only four miles from the city, they are enabled to go and come morning and evening.

The last lock is Hartwell's, about two miles from Ottawa. Passing through it the steamer enters Mutchmore's Cut, the shores of which are lined with cedars and

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A FEW OF THE ISLANDS OF LAKE OPINICON.

summer residences. The Exhibition Grounds next loom into view. They can be thoroughly inspected from the boat's deck. The deep cut, about a mile in length, navigated and the steamer drops into the Basin at Ottawa, terminating one of the most delightful summer trips it is possible to make. The "James Swift" leaves Ottawa for Kingston every Tuesday and Friday at 3 p. m.

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VIA KINGSTON.**

The steamer "James Swift" upon arrival at Kingston connects with the superb, large, modern steamers of the Thousand Islands and St. Lawrence River Steamboat companies. All the resorts in this world-renowned region are reached by the steamers of the above lines, which have their point of departure from the Ferry Dock, foot of Brock street, Kingston. The resorts in the Thousand Islands are also accessible via New York Central and Hudson River Railroad, connecting with steamers of the Thousand Island Steamboat Company at Clayton, N.Y., and Cape Vincent, N. Y. Direct connection between United States and Canada is made by the steamers of the St. Lawrence River Steamboat Company running between Kingston, Ontario, and Cape Vincent, N.Y.; two round trips daily, leaving Kingston 5.00 a.m. and 2.30 p.m., arriving Cape Vincent 7.00 a.m. and 4.30 p.m. Through sleeping car without change from Cape Vincent to New York. This is the route of the United States and British mails between the two countries.

A very handsome illustrated pamphlet, descriptive of the Thousand Island Region, will be forwarded to any address by B. W. Folger, Jr., general passenger agent, Kingston, Ont., upon receipt of a two cent stamp.

The far-famed "ELECTRIC SEARCH LIGHT EXCURSION" and "Fifty Mile Tour of the Islands" have been the theme of thrilling experiences for millions of tourists. The above mentioned pamphlet gives full particulars of both these unparalleled trips.

READ THESE ADVERTISEMENTS.

Special attention is directed to the advertisements of Livingston Bros., merchant tailors, Brock Street, all kinds of clothing; Steacy & Steacy, dry goods; Hardy & Co., dry goods; J. S. Henderson, groceries and liquors; Henry Wade, druggist; W. G. Craig & Co., wholesale groceries; Clark, Wright & Son, hatters and furriers, and E. B. Gallagher, gents' furnishings.



ISLANDS ON RIDEAU LAKE.

HOTELS ALONG THE ROUTE.

Johnston House, Burritt's Rapids, D. O'Neil, proprietor.	"
Russell House, Smith's Falls, Chas. O'Reilly,	"
Coutts' House, Oliver's Ferry, Jno. Coutts,	"
Garrett's Rest, Big Rideau Lake, S. Garrett,	"
Samuel Garrett, Smith's Falls.	"
Commercial House, Portland, W. H. Murphy,	"
Three hotels in Westport.	"
Ottawa House, Newboro, Geo. W. Preston,	"
Hotel de Kenny, Jones' Falls, Thos. Kenny,	"
British American Hotel, Kingston, Thos. Crate,	"
Anglo-American Hotel, Kingston, D. E. Reed,	"

Watch for these places and things :—

- Kingston Mills ravine, with railway bridge overhead.
The Duke of Wellington's profile in granite rock.
Winding Channel between Cranberry and Whitefish Lake.
The "Hills of the Heather" at Whitefish Lake.
Dam and scenery at Jones' Falls.
The "Quarters," where the boat appears to be entering the woods.
The "Fiddler's Elbow" or Blind Channel, where you can't see ahead.
Big Rideau Lake, or the Tourist's Paradise.
The Backbone of Canada, part of the Laurentian Range.
Poonamalie Cuts or the arched waterways.
Hog's Back, like a herd of monster swine.



Among the many attractions of Kingston, the following are much visited by tourists :—

Rockwood Insane Asylum, Penitentiary, St. Mary's Cathedral, St. George's Cathedral; City Buildings (Court House, City Hall and County Jail); Queen's College, Hospital, Orphans' Home, City Market, Parks, Royal Military College, Tête-de-Pont Barracks, Fort Henry, Martello Towers, and the immense Government Graving Dock. The most convenient and best way of seeing all points of interest in Kingston is by taking an open car on the Belt Line of the electric street railway, which completely encircles the city, and passes all places of interest.

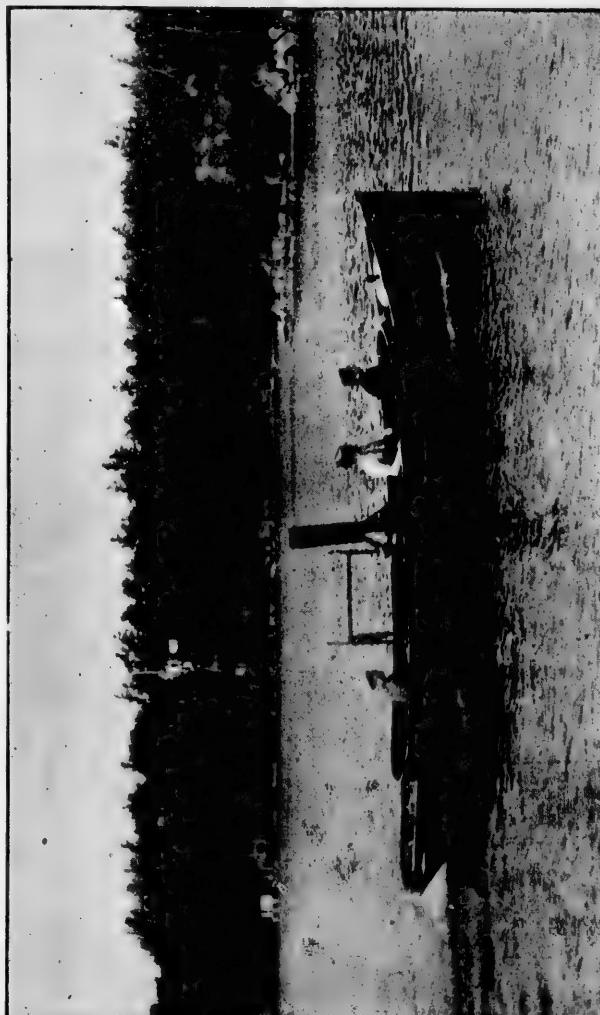


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The British American Hotel, Kingston, has no rival in popularity. It gained its reputation through having an excellent table, good and airy rooms, and a courteous manager, Mr. Thos. Crate. Tourists who desire first-class accommodation should stop with Mr. Crate.

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Renowned Engine and Atlantic Red Oils.**

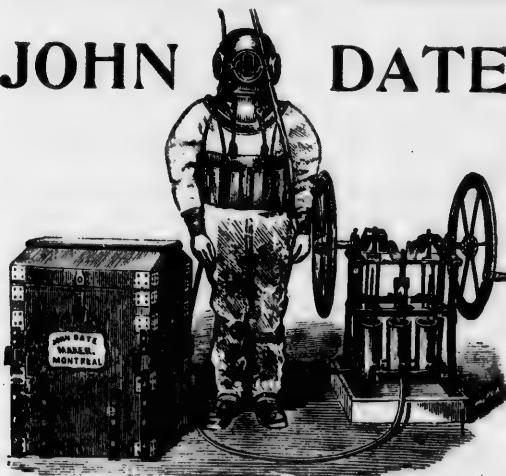


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Everything in the Music Line.

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**AND
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SODA WATER,
APPLE NECTAR,
CREAM SODA, &c.**

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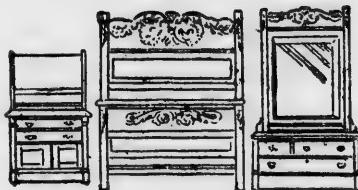
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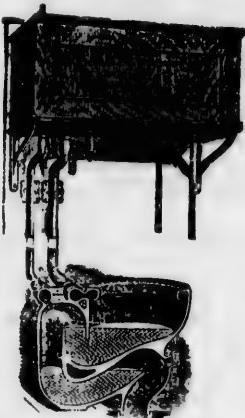
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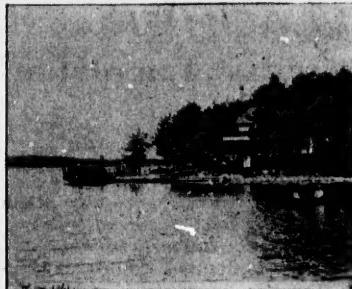


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TERMS: \$1.00 PER DAY.
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Pleasantly situated on Rideau Lake,
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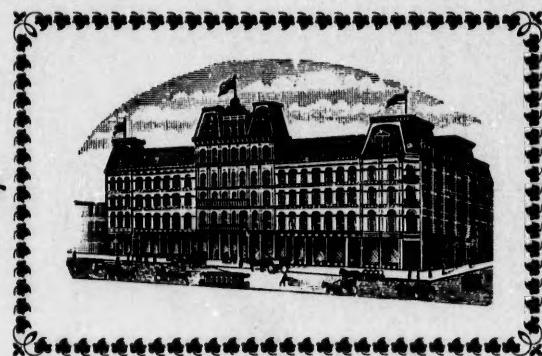
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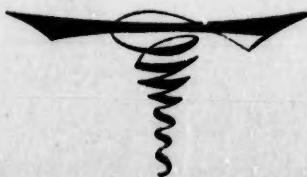


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